

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " W. A. Valentine.
 "FATSHAN," 2,260 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

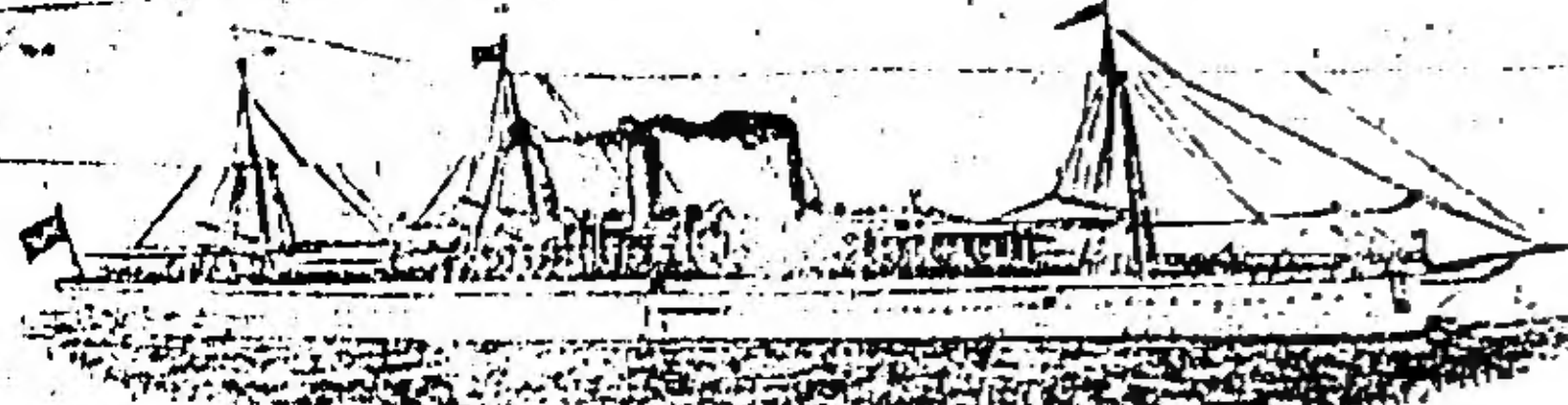
S.S. "SAINAM," 588 tons, Captain J. Willox.
 "NANNING," 599 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hua, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 6th August, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA".....6,000.....		THURSDAY, August 30.....	September 17
"ATHENIAN".....3,882.....		WEDNESDAY, September 12.....	October 6
"EMPERESS OF JAPAN".....6,000.....		THURSDAY, September 27.....	October 15
"MONTEAGLE".....6,165.....		WEDNESDAY, October 3.....	October 23
"EMPERESS OF CHINA".....6,000.....		THURSDAY, October 25.....	November 12
"TARTAR".....4,425.....		WEDNESDAY, October 31.....	November 24

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate or
 Steamers, and 1st Class on Railways.....£40. £42.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya.
 Hongkong, 18th August, 1906.

HONGKONG-MACAO LINE.

S.S. "WING OHAI,"
 Captain T. ADYTIM, R.M.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.
 1st Class—Return, \$3; with Cabin, \$5.
 2nd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.
 First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.
 SAM WANG CO.
 Hongkong, 11th August, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW".....1,309.....T. R. MEAD.

"KWONG TUNG".....1,238.....H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These First New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$4.

Meals.....\$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:

1st class single \$1 with cabin berth.....\$2.00

"Return \$2 " ".....\$3.00

Servants' passages must be paid for.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and

YEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 3rd August, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 12th September.
PRINZ HEINRICH.....	WEDNESDAY, 26th September.
GNEISENAU.....	WEDNESDAY, 10th October.
PRINZ LUDWIG.....	WEDNESDAY, 24th October.
PRINZESS ALICE.....	WEDNESDAY, 7th November.
ROON.....	WEDNESDAY, 21st November.
BUELOW.....	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 2nd January, 1907.
SEYDLITZ.....	WEDNESDAY, 16th January.
PRINZ HEINRICH.....	WEDNESDAY, 30th January.
GNEISENAU.....	WEDNESDAY, 13th February.
PRINZ LUDWIG.....	WEDNESDAY, 27th February.

ON WEDNESDAY, the 29th day of August, 1906, at Noon, the Steamship PRINZ EITEL FRIEDRICH, Captain E. Malchow, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 27th August, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 28th August, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 28th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR.....	\$61. 0. 0.	\$42. 0. 0.	\$22. 0. 0.
Return.....	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG.....	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return.....	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUER:			
VIA NAPLES, GENOA OR GIBRALTAR.....	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return.....	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON.....	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return.....	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons	SAILING DATES.
PRINZ WALDEMAR.....	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND.....	3,302	TUESDAY, 16th October.
WILLEHAD.....	4,763	TUESDAY, 13th November.

ON TUESDAY, the 18th day of September, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. Woltemas, with Maels, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class and 2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00	Return \$80.00 \$50.00
TO NEW GUINEA.....	\$38.00	\$18.10	\$14.00	Return \$42.00 \$27.15
TO BRISBANE.....	\$30.00	\$20.00	\$14.00	Return \$54.00 \$36.00
TO SYDNEY.....	\$33.00	\$23.00	\$15.00	Return \$59.10 \$41.10
TO MELBOURNE.....	\$34.10	\$24.10	\$16.00	Return \$62.5 \$44.5
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00	Return \$170.00 \$120.00
TO KOBE.....	\$95.00	\$70.00	\$50.00	Return \$170.00 \$120.00
TO YOKOHAMA & back from KOBE to HONGKONG.....	\$140.00	\$100.00		

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer.....	\$97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR

YOKOHAMA & KOBE.....PRINZ WALDEMAR.....WEDNESDAY, 29th August.
 SHANGHAI, NAGASAKI, } PRINZ HEINRICH.....WEDNESDAY, 29th August.
 KOBE & YOKOHAMA }
 SHANGHAI, NAGASAKI, } GNEISENAU.....WEDNESDAY, 12th September.
 KOBE & YOKOHAMA }

* Reaching Yokohama in less than 6 days.

TRANSOCEANIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. & O. S. Co., T. K. K., and from NEW YORK TO EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON.....	\$62. 0. 0.
TO BREMEN.....	63. 10. 0.
TO PARIS VIA CHERBOURG.....	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR.....	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 22nd August, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

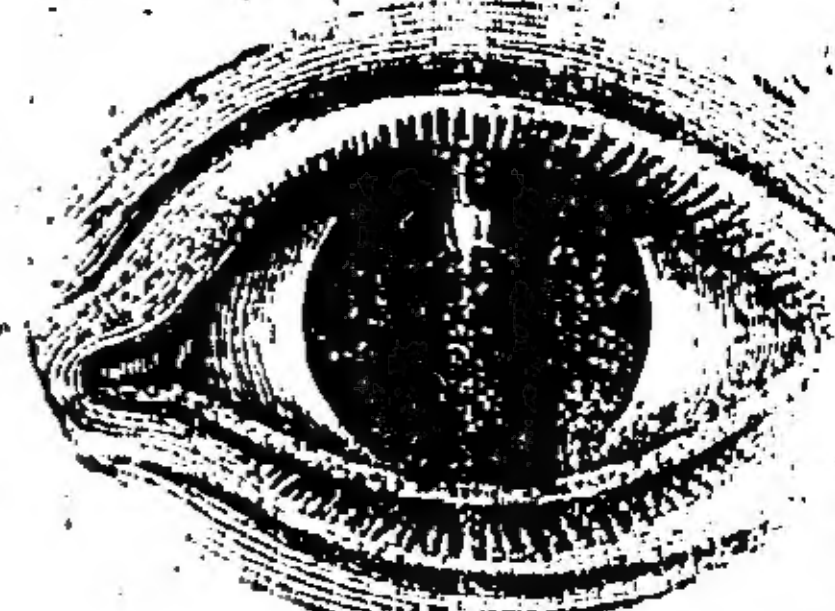
Lieber, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

[39]

EYES.

RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,

21, John Street, Bedford Row, W.C. 59, Bentinck Street. 565, Nanjing Road.

Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHUNG, TAKHONG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS.....	JAVA	First half September	JAPAN VIA SHANGHAI	First half September
TJILATJAP.....	JAPAN	First half September	JAVA PORTS	Second half September
TJILIWONG.....	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMAH.....	JAPAN	Second half September	JAVA PORTS	First half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 23rd August 1906.

[15]

TUBORG BEER.

A FIRST CLASS PILSENER BEER, guaranteed free from Salicylic Acid, and any other Chemicals.
 PRICE \$10.50 per case of 48 bottles (quar) or 6 doz. pints.

Special Prices for Quantities.
 Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1904.

[6]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL.

TOP FLOOR.

PORTRAITS, GROUPS and ENLA-

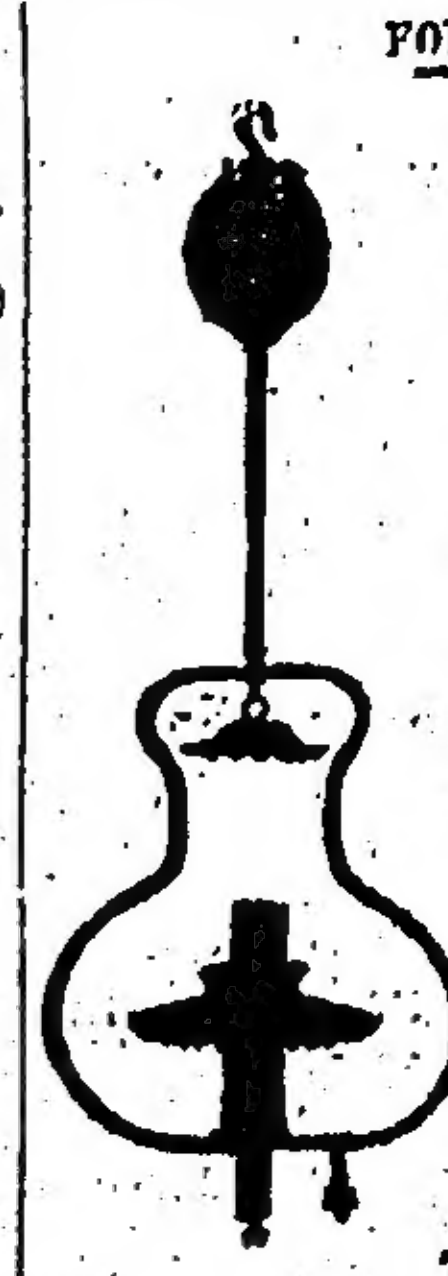
GING and COPYING in all Sizes

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE

Hongkong, 15th September, 1905.



FOR SALE.

WELSCHACH'S IN-
 DOOR and OUT-
 DOOR 4-LIGHT
 GAS ARC LAMPS,

</

Intimations.

SPECIAL.

Powell's

ALEXANDRA

BUILDINGS

Are now showing a
Splendid Variety
ofFASHIONABLE
GOODS

at moderate prices.

SUNSHADES

from \$2.75 each.

Smart and Durable.

HOLLAND

and

DRILL

SKIRTS

Well Cut,

Newest Shapes,

from \$5 each.

MUSLIN

BLOUSES

Smart, Dainty.

All Prices.

KID BELTS

White, Black, Roseda,
Navy, Myrtle, Magenta,
Sky, etc.Latest Shapes,
from \$1.50 each.

LINEN BELTS

will wash splendidly—
can be laundered like
a linen collar.

Adjustable Clasps—

SPECIAL PRICE

\$1 each.

POWELL'S

Alexandra Buildings.

Hongkong, 31st August, 1906.

Intimations.

K. A. J. OHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
BONNETS.MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARVES AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 28th May, 1906. [510]

E. R.

EVENING CONTINUATION CLASSES.

EVENING CLASSES for Instruction in
COMMERCIAL, ENGINEERING,
AND SCIENCE SUBJECTS will be held at
QUEEN'S COLLEGE, commencing WED-
NESDAY, October 3rd.Particulars and Prospectus may be obtained
on application to the Undersecretary or at the
Registrar General's Office.

W. H. WILLIAMS,

Organizing Secretary.

Hongkong, 16th August, 1906. [81]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
in all kinds of
JAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,

Hongkong, 28th August, 1906. [1510]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S KAHTJEN'S GENUINE
COMPOSITION RED HAND
PAINT, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.Sole Agents for
FERGUSON'S SPECIAL CREAMP. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY-KIND OF
HIPS, STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 7th March, 1905. [61]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆廣李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at

No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom reference
may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [14]

THE SPINNING INDUSTRY.

RECORD PRODUCTION OF YARN.

A report has been published by the Japan
Cotton Spinners' Association on the spinning
industry for the first half of the present year.
The report shows that the production of yarn
during that period was the largest on record,
and the import of yarn, which has exhibited a
tendency to decrease in the past few years,
made a remarkable increase. The following
figures represent the production and import of
yarn each month during the period:—

Production.		Importation.	
Bales.	Rales.	Bales.	Rales.
January.....	71,502	1,707	
February.....	78,258	1,272	
March.....	80,733	1,987	
April.....	81,261	1,315	
May.....	81,783	2,458	
June.....	79,700	2,723	
Total.....	474,978	11,462	

Compared with the corresponding periods for
the preceding four years, the figures are as
follows:—

Production.		Importation.	
Bales.	Rales.	Bales.	Rales.
1906.....	474,978	11,462	
1905.....	457,362	1,330	
1904.....	427,119	817	
1903.....	395,011	2,054	
1902.....	393,731	5,998	

It is noted that the figures for the half-year
ended show an increase of about 80,000 bales,
as compared with the production for the first
half of 1902 and 1903, which have been regard-
ed as normal figures. The export of yarn dur-
ing the period under review showed some in-
crease on the figures for the corresponding
period of 1904, but a decrease of about 14,000
bales as compared with the corresponding
periods of preceding years as follows:—

Export.		Home Sales.	
Bales.	Rales.	Bales.	Rales.
1906.....	124,821	361,631	
1905.....	118,746	314,955	
1904.....	121,104	200,742	
1903.....	118,688	128,937	
1902.....	84,720	315,015	

Should the production during the present or
second half of this year, be the same as the
first half, the total output for this year may be
about 950,000 bales, and in consideration of
the present condition of the home market
the total sales at home for the year will prob-
ably reach 750,000 bales; so that, should the
export fall off in some degree, no over-supply
of yarn will exist this year.—*Japan Chronicle*.

OUR JURY SYSTEM.

That our jury system needs thorough reform
there can be no possible doubt. Citizens who
are called upon twice a day to look upon them-
selves as injured individuals. In a very time-
ly and able article a writer in *Truth* shows
that they have every reason to consider
themselves. He puts it very forcibly:—Jurymen from beginning to end of their ser-
vice are treated with little more tenderness or
consideration than the felons on whom they
occasionally have to sit in judgment. They
are summoned from home or business in num-
bers. The summons is as peremptory as that
which is addressed to a criminal, and
attendance in response to it is as imperative,
however urgent may be the need of the
victim's attendance in any other direction.
Having got them into its presence the court
makes little attempt to discriminate between
those whom it wants and those whom it does
not. It keeps the latter waiting about the
premises for hours and days when they might
just as well be attending to their own business.
Those whose services are utilized are herded
into a comfortable pen like cattle at a market,
and condemned to sit, sometimes for several
days in succession, in a condition of bodily
suffering. As I said on a previous occasion,
"if they are unscrupulous men they will, on
the conclusion of the case, at once secure their
own liberation by agreeing to anything that
they can agree to in the shape of a verdict."This is strong, but not a whit too strong.
The pity of it is that nobody in authority
seems inclined to set to work, and it would not
be a hard task to remedy the grievances and
abuses of the jury system. The late Lord
Coleridge brought in a Bill for the purpose in
1873, but it was eventually withdrawn. That
Bill provided, amongst other things, that the
jury lists after being prepared should be revised
by justices in open court; and that the sheriff
should summon jurors on the list in alphabetical
order, with due notice, by post. Jurymen not
immediately required were to be released as
early as possible, and jury-fee serving were to be
supplied with fire and refreshment during their
deliberations. It also considered the question
of proper remuneration for a jurymen's services.
There were some excellent points about that
Bill, and it is a pity that it failed. One on sim-
ilar lines, or even more extended ones, would be
very welcome now, and the gratitude of the
public would be warmly shown to the Minister
introducing it.THE SUPPRESSION OF CHINESE
PIRACY.To the Editor of the *Pall Mall Gazette*.
Sir,—The deeply interesting article of "W.
F." [reprinted in the *Hongkong Telegraph* of
22nd inst.] recalls the memory of one of the
bravest Englishmen who ever lived, whose name
will doubtless be familiar to your correspondent.
—Mr. Thomas Marsh Browne, whose intimate
personal friendship for some twenty-five years,
until his death, I have always regarded as
something to be proud of. He in the sixties
and seventies successfully dealt with this
difficulty, and when he retired from the Im-
perial Maritime Customs Service about 1880,
piracy on the West River and the adjacent
coasts had practically been exterminated. He
had not the advantages which "W. F." very
wisely describes as necessary for grappling
with this evil in its recrudescence form. Mr.
Browne used to dress as a Chinaman (he spoke
Chinese so well that it was said that if he were
placed behind a screen no Chinaman coulddetect him to be a European), and, with a
small crew of trusty Chinese, he would proceed
up the West River, or wherever pirates were
known to be, and with muffled oars would lay
himself alongside the pirate junk, scale the
sides, rush forward in spite of stink-pots and
ging-alls, and cut down, shoot and carry all be-
fore him. This he did many times, and he was
wounded on fourteen occasions, and mostly
very severely. One shoulder was so cut
through that he could never afterwards use the
arm freely. An iron bullet in precisely the
same part as that which killed President Gar-
field, to the astonishment of surgeons, remained
in his body until his death, being a rare case
of this metal accustoming itself to such contact
without ulceration; but it caused him agonies
from time to time, and was the indirect cause
of what must be regarded as his premature
death. Another bullet worked its way during
a series of years from the hip to the ankle, and
was then cut out. Mr. Browne's adventures
would fill a big volume. He left the service
with the thanks of the Imperial Government
and some considerable practical recognition
besides.Well may "W. F." say that "the suppression
of piracy means... personal risk in China to
some officer who will undertake to do the work
there!"In honour of one of the noblest of men and
best of friends, I am glad to have this op-
portunity of saying something which may keep
his memory green.—Believe me, faithfully
yours,

H. CROUCH BATCHELOR.

July 24.

To Let.

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. [147]

TO LET.

HOUSES in MORRISON HILL GAP ROAD.
4 Rooms with necessary Bathrooms and
Servants' Quarters. Cheap Rentals.EUROPEAN FLATS in "WILD DELL"
BUILDINGS, No. 147, Wanchai Road. Each
suite contains Bathroom and Kitchen. Very
Low Rent.GODOWN, No. 9, "WILD DELL" BUILD-
INGS.

Apply to—

PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.

Hongkong, 24th July, 1906. [167]

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Un-
furnished, as Offices or Chambers.

Apply to—

Hongkong, 9th July, 1906. [174]

TO LET—FURNISHED.

FROM 1ST OCTOBER TO 30TH APRIL NEXT.

"THE NEUK," MOUNT KELLET, PEAK,
a 6-Room Bungalow, Tennis Court
and Garden.

Apply by letter only to—

HO TUNG,
"Idlewild,"
Seymour Road,
Hongkong, 31st July, 1906. [186]

TO LET.

No. 2, OLD BAILEY.

Apply to—

ARRATON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 8th August, 1906. [317]

TO LET.

A HOUSE in WONG-NEI-CHONG ROAD.

"HAYTOR," THE PEAK.
Immediate Possession.OFFICES in KING'S BUILDING and
YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-
duit Road.

A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 15th August, 1906. [72]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy
TOWN.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 1st August, 1906. [79]

TO LET.

A HOUSE in KNOTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [789]

SHAMKIN, CANTON.

TO LET.

No. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 5th July, 1906. [705]

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds
in plenty everybody knows; but it is seldom
or never that any large business house is guilty
of them, no matter what line of trade it follows.
There can be no permanent success of any
kind based on dishonesty or deception. There
never was, and never will be. The men who
try that are simply fools and soon come to
grief—as they deserve. Now many persons
are, nevertheless, afraid to buy certain
advised articles lest they be humbugged and
deceived; especially are they slow to place
confidence in published statements of the
merits of medicines. The remedy known as

WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase
as flour, silk or cotton goods from the mills of
manufacturers with a world-wide reputation.
We could not afford to exaggerate its qualities
or misrepresent it in the least; and it is not
necessary. It is palatable as honey and con-
tains the nutritive and curative properties of
Pure Cod Liver Oil, extracted by us from fresh
cod livers, combined with the Compound
Syrup of Hypophosphites and the Extracts of
Malt and Wild Cherry; and how valuable such
a blending of these important medicinal agents
must be to everybody. It is beyond
price in Anemia, Insomnia, Weakness and lack
of Nervous Tone, Poor Digestion, Wasting
Diseases, La Grippe, Lung Troubles and Blood
Impurities. Science can furnish nothing better
—perhaps nothing so good. Dr. W. H. Daffie,
of Canada, says: "I have used it in my practice
and take pleasure in recommending it as a
valuable tonic and reconstructive." It is a
remedy that can afford to appeal to its record
and represents the science and knowledge of
bright and aggressive medical investigation.
Effective from the first dose. "You cannot be
disappointed in it." Like all good things it is
limited. Sold by chemists throughout the
world.

Intimations.

OCEAN BOYS' SCHOOL AND
ORPHANAGE.SCHOOL DUTIES will be RESUMED
TO-MORROW (FRIDAY), 24th instant.

For Terms, apply to—

THE HEADMASTER.

Hongkong, 23rd August, 1906. [857]

THE PUBLIC HEALTH AND BUILD-
INGS ORDINANCE COMMISSION.TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters, viz:—1. Whether the administration of the Sanitary
and Building Regulations enacted by the
Public Health and Buildings Ordinance, 1923, as now carried out, is satisfac-
tory, and, if not, what improvements can
be made.2. Whether any irregularity or corruption
exists or has existed among the officials
charged with the administration of the
aforesaid Regulation.The Commission earnestly invite the in-
habitants of Hongkong and Kowloon to
co-operate with them by forwarding any
complaint they may have to make or suggestion
to offer in connection with the matters aforesaid
to the Undersecretary.Any person examined as a witness in the
enquiry aforesaid who in the opinion of the
Commissioners makes a full and true disclo-
sure touching all the matters in respect of
which he is examined will receive a certificate
from the Commission which will protect the
witness against any civil or criminal proceed-
ings which may be instituted against such
witness in respect of any matter touching
which he has been examined.

By Order,

W. BOWEN ROWLANDS,
Secretary.

Hongkong, 6th July, 1906. [709]

RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCHANTS
ADMINISTRATION OF THE
YUET-HAN RAILWAY COMPANY,
LIMITED.In the Kwang Tung section; Chinese Civil
Engineers or Engineering Students having
experience in Railroad preliminary, location
and construction. Must be capable of handling
any kind of Railroad Instruments on field work.
Address applications, giving training, refer-
ences, experience and samples of work, to—

H. E. CHANG,

President of the Kwang Tung Mercantile
Administration of the Yuet-Han Rail-
way Company, Limited.

Canton, 15th August, 1906. [840]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LIMITED, have now 40000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be open from 11 A.M. to 4 P.M.
daily, Sunday excepted. For hire at
perishable goods.WM. FARLANE,
Manager.THE WINE GROWERS
SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

SHERRIES.

DIRECT SHIPMENTS FROM SPAIN.

Sherry \$8.00 per Dozen

Pale Sherry Dry (Gold

Capsules)..... 10.00 "

Pale Sherry Dry (Red

Capsules)..... 14.00 "

Gold Sherry (Yellow Seal) 15.00 "

Manzanilla (Red Capsules) 16.00 "

MADEIRA.

Silver Capsules \$13.00 "

Gold Do. 14.00 "

Red Do. 16.00 "

MARSALA.

Marsala \$12.00 per Dozen

MOSCATEL.

Gold Capsules..... \$10.00 per Dozen

Red Do. 12.00 "

MALAGA.

Dark Malaga \$8.00 per Dozen

White Do. 10.00 "

BARRETTO & Co.,

Agents,

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Case
	12 doz.	12 doz.
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT BRION	20.00	22.00
LARRIVET	20.00	22.00
CHATEAU MOUTON	24.00	26.00
D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET	28.00	—
CANET	28.00	—
CHATEAU LA TOUR	33.00	—
CARNET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

LA ROSE is a good sound wine of exceptional value for the money.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner wines.

THE ABOVE PRICES ARE SUBJECT TO

5 PER CENT. DISCOUNT.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

(Hongkong, 22nd August, 1906.)

All communications intended to be shown to the Editor of the HONGKONG TELEGRAPH should be addressed to the Manager, Alexandra Buildings, Hongkong. Ordinary business communications should be addressed to the Editor. The Editor will not undertake to be responsible for any rejected MS., nor in return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On August 17, at Newchwang, the wife of H.E. FULFORD, H.B.M.'s Consul, of a daughter.

DEATH.

On August 17, at Shanghai, HAROLD CHRISTOPHER CHILD, Engineer's Department, Imperial Maritime Customs, aged 30 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 23, 1906.

HONGKONG AND AUSTRALIAN TRADE.

Australia's policy of appointing commercial agents to represent the various States of the Commonwealth in the markets of the Far East is thoroughly sound if carried into full effect. From time to time a commercial agent from one or other of the States visits Hongkong and promptly makes his presence known. The Press is bombarded with scraps of news relating to the district represented by the agent, merchants are invited to make suggestions as to the articles required from Australia and the methods of packing that should be adopted, and the agent declares himself prepared to deal with a whole host of other things connected with matters commercial. If the agent is a hustler, the people of Hongkong might well believe for the space of a few days that there was only one exporting country on the face of the globe and that Australia. But as a rule the agent is so anxious to overtake his duties that he hustles himself out of Hongkong before the average merchant has had time to realise that he might be directly or indirectly benefited by communicating with the Australian representative. So short is the visit usually paid by these agents to Hongkong that it is difficult to see how Australian trade derives any advantage whatever from the flying trip paid to South China. The other day we had in Hongkong an official appointed by the Government of Queensland; there is no doubt whatever that there should be an expanding

trade between this port and the chief ports of Queensland, and, as a matter of fact, while the agent was here new ideas on the subject of trade interchange were instilled into the mind of several Chinese importers. But before the real benefit of the visit to Hongkong could become apparent, the Queensland representative was off to some other part of the Far East. At present, Victoria is represented, but as the agent only intends to remain a few days in the Colony it is hardly likely that the interests of the Australian State will be greatly furthered. Some of the agents bring samples of the products which can be supplied by the merchants of their respective States; others come for hints as to what is likely to be acceptable, while others seem to consider that their whole object in life is to soothe complaints. The fact of the matter is that these glorified commercial travellers are never long enough in one place to do any real good. They sit about like butterflies and, no doubt, for a brief second, recall to the minds of merchants here that there is such a place as Australia, but the moment their back is turned Australia is forgotten and whatever an agent might have achieved on one visit has to be done all over again on the next. The policy of sending out commercial agents is, as we have said, a thoroughly sound one, but in practice little is accomplished by those touting for custom. What could be more absurd than to appoint an agent to a district covering Japan, China and Russia-in-Asia? Yet some of the States seem to think that their representative can cover all that ground; while another representative proclaims the possibilities of Australian connections in Indo-China, Siam, the Straits Settlements, Borneo, Java and Sumatra, the Federated Malay States, Burma and India. The thing is ridiculous. It is not even possible for an agent to look after the interests of Hongkong and Shanghai at one and the same time. Either the Governments of the Australian States are utterly unreasonable in their demands on their representatives or the latter are over-confident of their own powers. If an Australian State hopes to establish a permanent and mutually remunerative connection with Hongkong, for instance, it must have a resident agent who is not merely an official nominee but directly in touch with the merchants of his own country. That agent should be required to open an office where the chief products of his State could be displayed and he should be in a position to book orders. A hustler in the shape of an "Australian" spellbinder is not wanted in Hongkong. It is the man of business, who thinks business, that can develop the inter-colonial trade. For it should be remembered that Hongkong is a vast and prosperous country which is advancing by giant strides. It is acquiring new tastes and adopting the latest ideas every day. Just at this moment Australia has an opportunity to gain a footing in the country, but if it is allowed to pass, if other countries are allowed to forestall the merchants of the Commonwealth, then Australians can whistle for the trade. Merchants in the different States should combine to establish a depot at each large centre, at Shanghai, Hongkong and Singapore, where their goods could be shown, advice regarding exports and imports obtained, and ideas exchanged—a perpetual Australian exposition of colonial products, in fact. The cost would be comparatively trifling, infinitesimal, indeed, in comparison with the trade developed. If that scheme proved a failure then it could be given up, but it would certainly do more to advance Australian interests in Hongkong than a dozen visits at irregular intervals by accredited Government agents, who step off one boat and leave by the next. The Chinese merchant is not to be rushed into a transaction, and the Australians have to learn that, before they will achieve anything in the way of a trade connection in South China.

Mr. F. A. Hazeland, at noon, today, at the Police Court, gave his reserved decision in the case in which Sergeant Grant prosecuted Tam Yiu Tung, the master of the Kwong Ching gun-ship, of No. 283, Queen's Road Central, for submitting a false return of arms to the Captain of Police. Mr. R. A. Harding appeared on behalf of the defendant. In this case, it will be remembered, that when the ship was visited 540 good rifles were found on the premises, whereas in defendant's return to the police he gave the number as 606. The police also seized 56 dummy rifles. His Worship held accused guilty, and ordered him to pay a fine of \$5, the dummy rifles to be confiscated by the police.

OUR Macao correspondent writes to-day: Mr. A. I. Basto, the well-known barrister of this city, was made a knight of the Legion of Honour by the Government of the French Republic. The honour should have been conferred upon this gentleman some time since. For more than thirteen years he served the French Government gratuitously in the capacity of Consul agent for France in this city, and was prominent in his defence in the Public Press of the interests of France in South China. When M. Camille Perrier was president of the Republic he elected Mr. Basto honorary Vice-Consul for France. The many friends of Mr. Basto in Hongkong will be glad to learn of the honour which has been conferred on one of the leading citizens of the Portuguese Colony.

THE MENIUS OFFENCE OF FLYING KITES.

In spite of their multifarious duties the police force in Hongkong, it is gratifying to observe, manage to find a few spare moments to devote to the preservation of the amenities of the city. From a case which was heard at the Magistracy yesterday it is plain that the more esthetically-minded members of the force have been much exercised of late by the appearance of sundry tabs and strings hanging to the telephone wires in the Chinese quarter of the city, that is to say, the West End. The beauties of the glistening district were marred, they felt, by these artificial creepers, and the harmony of the vista was destroyed. Searching for a cause to account for the strange phenomena an acute inspector discovered that these telephonic appendages were nothing more or less than the remnants of kites which had been flown by some daring rascals whose ages ranged from three to eight years. Not being imbued with that public spirit which should animate the true citizen, the people who live in the direction of Staunton Street have not murmured against the vagaries of the youth in their district. It does not appear that they have even complained of the eyesore, and there is reason to believe that certain individuals—who are being closely shadowed and are here advised to stop their mischievous pranks once and for all—have actually incited the youthful dare-devils to fly kites, going the length of paying for these weapons of warfare and in some cases actually manufacturing kites for the law-breakers. It is just possible that the venerable kite-fliers of eight years, who should certainly have known better, had never heard that there is an Ordinance against the flying of kites in Hongkong, at any rate in the vicinity of telephone-wires. But ignorance of the law is no excuse. It was their duty, as it is the duty of every member of society, to make themselves acquainted with the law on the subject. They should have known that through perverseness kites will entangle themselves on wires, or on trees or anything else that projects. And that being so, the parents, who are equally to blame, should have warned their offspring. It might be urged that they were only experimenting with the view of discovering the lifting capacity of kites. But how do we know that there is not some dark plot beneath all this kite flying? How do we know that the stalwarts of eight years of age are not Boxers or members of the Triad Society, and that the kites are not used as signals to carry out some nefarious designs against life and property? The motive in the prodigies of eight years is an innocent one, why do they not leave their haunts in the congested districts of the city? There is a beautiful garden for children, at the Peak, specially provided by the Government, where kites may be flown without fear of interference by police inspectors. There the hobby of testing the value of kites may be pursued to one's heart's content. It may be reached by the aerial tramway and the kite-fliers may enjoy the refreshing breezes of the hills while following their curious bent. Of course, as we have shown, there is an Ordinance against kite-flying, but it does not apply to the Peak—just as there is no marriage law in heaven so there is no penal code at the Peak. It is extremely satisfactory that the police have resurrected the Ordinance against the flying of kites, for we may now expect a crusade against those ruffians of eight years of age who flagrantly violate its provisions and actually allow their kite-tails to become mixed up with the telephones. Such rascality might well disorganise the entire business of the greatest shipping port in the world. We have reached an enlightened stage in these days, and if the rag, tag and bobtail fancy they can fly kites wherever they please—instead of adjourning to the beautiful grounds specially laid out for them 1,800 feet above the level of the sea where "every prospect pleases and 'not even' man is vile"—then they must be taught a lesson that will not be forgotten in a hurry. The individual of eight years who was charged at the Magistracy yesterday was allowed to go with a simple caution, but we regret that he was not informed of the maximum fine and term of imprisonment to which he had rendered himself liable by contravening the Kite-flying Ordinance. However, we suppose that if any other case occurs the offender will not be treated so lightly. There are other forms of flying "kites" but as they partake of the nature of a business transaction they are strictly protected. One thing is certain, Hongkong is certainly forging ahead as a civilising and democratic Colony.

ABOUT 3.30 p.m. on 16th inst. an unfortunate coolie employed to operate an elevator at the Russo-Chinese Bank at Shanghai was killed in a very shocking manner. It appears he was rather new to the work, and in making an ascent about the hour mentioned, he incautiously put his head out through the door too soon, and got it caught between the top of the cage and the wall of the shaft. The head was crushed like an eggshell and death took place at once. Later in the afternoon the body was removed by deceased's friends. —*Shanghai Times.*

JAPANESE WEAPONS IN CANTON.

Unless we are much mistaken, there is more underlying the latest order issued by the Viceroy at Canton than appears on the surface. If the Japanese air-guns and swords have been arriving at Canton in increasing numbers, and being described as "imitation" rifles, these so-called harmless weapons have passed the Customs without question. Not being subject to the provisions enacted with reference to the importation of arms, these air-guns and swords have been acquired by dealers owning no responsibility to the Government and in no way liable to state whether the weapons have gone or to whom they have been sold. In view of the military spirit which seems to have taken possession of the natives of South China, it can be understood that there has been a large sale of these imitation guns and swords, which have no doubt been purchased by parents to encourage their children to participate in the general movement. But it is quite conceivable that among the many thousands of "rifles" imported there have been several which hardly deserved the appellation of "imitation." As every one knows, there is a ready sale in China for arms which have escaped the scrutiny of the Customs officials and were an enterprising dealer to manoeuvre some cases of rifles through the Customs and dispose of them to the secret societies he would not only secure a rich reward for his trouble but would also be "protected" in times of rebellion. The Viceroy has therefore issued a notification to the effect that importers of air-guns and swords, imitation or otherwise, must produce Government Store Certificates before they will be granted permission to land the goods. The regulation is decidedly reasonable and will be obeyed by all who trade in an honest and straightforward fashion, but it will hit the dealers who have been chucking as they outwitted the Chinese authorities. While we have recently had reason to believe that Chinese dealers operating from Hongkong have managed to supply the desperadoes on the West River with arms and ammunition, the police authorities manage to keep such a stringent hold on gunshop proprietors that the passage of arms in any great quantity between this Colony and the mainland is not merely difficult and dangerous but almost impossible. On the other hand there must be a vast number of weapons in Japan which are needed no longer now that the war is finished. And our astute allies are not likely to allow a golden opportunity to slip past if they can see a chance to make a surreptitious dollar. Of course, the suspects that the consignments of "imitation" firearms from Japan are not always what they seem, but that is one of the conclusions which the average reader will come to on reading the terms of the notification to the Customs, stations. The action of the Viceroy will be commended by the authorities in Hongkong as well as by those having commercial interests at stake in South China. It has been found that people perfectly content to follow their usual agricultural pursuits under ordinary circumstances have suddenly developed a flamboyant spirit of martial ardour when presented with a rifle and a few rounds of ammunition, and the least inducement has led them to abandon their toil in the fields in order that they may have an opportunity of shooting something. A pirate without a weapon is absurd, and even a "imitation" sword or an alleged air-gun will give him that modicum of courage which may lead to the most unhappy results. But what the Viceroy is probably concerned about is the circulation of modern arms among the restless spirits in the interior. There are vast stretches of country on the borders of Yunnan which cannot possibly be properly supervised by the emissaries of the Central Government, and it is in these districts that a spark might light a flame which would spread over the Two Kwang. In the eyes of the Viceroy, judging from recent events, the West River pirates are regarded more as a nuisance than anything else. Without pirates the West River would lack that spice of excitement and adventure which makes it so popular; in fact, the West River would lose the reputation which it has sedulously sought to acquire for centuries. In the opinion of the Provincial authorities the pirates are merely gnats or, at the worst, a mild form of the mosquito plague, but rebels in the interior are a menace to the Government itself and cannot be tolerated. It is highly important, then, that they should be prevented from acquiring arms at all hazards. If the Japanese have been sending arms and ammunition into China under the designation of air-guns and pellets and imitation rifles it is to be feared that they will have to adopt some other method of evading the law if they intend to continue the trade.

The last of the old Spanish gunboats that comprised the mosquito fleet of Montejó, are being broken up at Cavite and will be shipped to China as old junk on the ex-wreck *St. George*, that has herself been sold to a Chinese firm who will sail her to Hongkong and then break her up for the materials of which she is composed. It is seldom that both ship and cargo sailing from this port are bound for the junk pile. —*Naval Cadet.*

LOCAL AND GENERAL.

This thermometer has lately continued in Peking and vicinity at 105 degrees Fahrenheit and numerous cases of sun-stroke and heat apoplexy have occurred. The practice amongst the other classes of Chinese to eat 'unripe fruit has also brought cholera into Peking. The deaths from the above causes lately in Peking number over 300 daily.

ANOTHER launch-master was prosecuted by Mr. E. Jones, Assistant Harbour Master, before Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, this morning, for unlawfully using his whistle in the harbour on the 21st inst. This time it was Chung Muk Sheng, of the steam launch *Tweed*, and he was fined \$10, and ordered to come up for re-examination on the rule of the road and the use of the whistle. And so the campaign goes on.

"Why did you remove the fence?" asked his Honour Mr. A. C. Wise, Puisne Judge, presiding in the Summary Court, of the defendant's solicitor, in a case before the Court for damages to a fence. "It was as much ours as the plaintiff's," replied the legal representative, "and we removed it for our convenience. We admit that we removed it, and are willing to pay the other side compensation, if they feel aggrieved." "Judgment, with costs, for the \$10 claimed," said his Honour.

Li Chong, a true coolie, was charged at the instance of tramcar Inspector Walter Glendinning, before Mr. H. H. J. Gompertz, at the Police Court, this morning, with impeding a tramcar in Des Voeux Road West, yesterday. The defendant, with three others, were in charge of a heavily-laden truck which they pulled across the tram lines. When the car, which was coming up from behind, sounded its gong, the men were unable to pull the truck out of the way, and so they left the truck and cleared. The defendant was fined \$3.

A FIRE of considerable magnitude occurred among the parched grass on the hills to the eastward of Kowloon, last evening. In the clear night the blazing scrub formed an exceedingly picturesque sight, and many viewed the fire from the higher levels, watching it gradually spread over the brow of the hill. By 9 o'clock the fire had burned itself out, but judging from the area covered in the earlier part of the evening it may be assumed that a large extent of ground was laid waste. The origin of the fire is, of course, unknown.

WE are informed by Mr. B. Silverstone, agent for the P. M., O. & O., and T. K. steamship companies that he is in receipt of cable advice from San Francisco that the *s.s. Manchuria* got ashore on the North-East coast of Oahu, near Makapuu Point, on Monday, the 20th inst., at 4 a.m. All passengers and baggage were landed, and they will be forwarded to their several destinations by the *s.s. Hong-ki* which will start at 10 a.m. on September 23th, and the *Korea* will be due on October 5th.

LAM Hing, a grass-cutter, of Causeway Bay, was charged before Mr. H. H. J. Gompertz, at the Police Court, this morning, by Mr. G. C. C. Master, of Messrs. Johnson, Stokes and Master, with stealing from his land, at Morrison Hill, 100 catties of guinea grass, valued at \$1 yesterday. The defendant denied the charge, and Mr. Master gave evidence, showing that on returning home yesterday afternoon from the race-course he saw accused stealing the grass. He said the amount of grass stolen would have been enough to feed his horses for a week. His Worship sentenced accused to fifteen days' hard labour and six hours' stocks.

THE cruiser *Atsuta*, whose commission is about to expire, will be recommissioned at Hongkong shortly for a second spell of duty with the China Squadron. Captain Vaughan-Lee, who commands her, will again hoist his pennant on her truck. In addition, the following officers have been appointed to her: Lieutenants R. R. Gossett first and gunnery officer, W. J. Fletcher, N. E. Tremonger, Engineer-Lieutenants W. C. Saunders, and L. Walker; Staff Surgeon J. H. Pead, Surgeon A. J. Sheldon; Paymaster E. B. Swan. The *Atsuta* was commissioned at Chatham on Feb. 25, 1904, by Captain Lionel G. Tufnell.

A CORRESPONDENT writes expressing surprise that nothing has appeared regarding the unusual occurrence at the Naval Yard on Sunday. He states that while rain was falling heavily on Sunday forenoon there was a shower of frogs, which littered the Yard and aroused much interest. The frogs were each about the size of a dollar. Immediately on falling they began hopping about on the stone flags till it seemed as if the Yard had contracted a form of St. Vitus' dance. Our correspondent fails to state what ultimately became of the frogs, but he adds that the sight created great amusement among those who happened to be about the Yard at the time.

THE Chinaman and the youth, thirteen years of age, who were remanded recently by Mr. H. H. J. Gompertz for stealing several umbrellas from the house of Captain Price, R. G. A., at Austin Avenue, Kowloon, were dealt with by his Worship, at the Police Court, to-day. It appeared that the man got the boy to enter the house and remove the umbrellas, while he kept guard outside. The man had two previous convictions and was sentenced to six weeks' hard labour and six hours' stocks. The youth had three previous convictions against him. He did not want to be whipped but asked to be sent to gaol. His Worship said he was too young to be sent to gaol or to be put in the stocks. He would, however, sentence him to receive twelve strokes, with the birch. Among other places the umbrella thieves have visited lately at Kowloon are the Occidental Hotel, and houses in Salisbury and Austin Avenues.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

JAPANESE INQUIRY.

QUESTION OF SEALING RIGHTS.

VANCOUVER CONSUL TO MAKE INVESTIGATIONS.

[From Our Own Correspondent.]

Shanghai, 23rd August, 12:55 p.m.

Following the reports from the United States regarding the shooting of sealers in the vicinity of the Aleutian Islands, it is reported that Japan has decided to institute an investigation into the cause of the trouble.

The Japanese Consul at Vancouver will probably be instructed to proceed to the Islands to report on the occurrence.

ANOTHER ALLEGED BRIBERY CASE.

INSPECTOR GIDLEY CHARGED.

The investigation being made by the Commission now sitting to inquire into the working of the Sanitary Department has resulted in the arrest of another sanitary inspector, Hubert John William Gidley. Inspector Gidley was placed before Mr. H. H. J. Gompertz on two charges of bribery: first, that he accepted from Chak Hok King the sum of \$50 as a bribe with a view to influence his conduct as a public servant in relation to the inspection of the ground surfaces of several houses in Queen's Road West and Bonham Strand, on 16th November last. And, second, that he accepted another bribe of \$50 in relation to the inspection of the ground surfaces of houses in Wing Lok Street and Bonham Strand, on 29th December last.

The accused, who, up to the time of his arrest, was employed in the disinfecting station, pleaded not guilty to the charges.

Chief Detective Inspector Hanson prosecuted. A remand was granted until Wednesday afternoon next. Bail \$500.

ALLEGED ROBBERY AT KOWLOON.

A CHINAMAN'S STORY.

According to police information, a serious case of highway robbery occurred at Kowloon yesterday, the robbers being Indians, who are alleged to belong to the native regiment now stationed at Kowloon. It appears that on the night of the 21st instant, a footman in some works on the peninsula was walking along Robinson Road, near the Kowloon Dispensary, when he was accosted by three Indians. They asked him to hand over all the money he carried in his pockets, and threatened that if he made any noise or drew the attention of any passers-by he would be maltreated. The Chinaman, who was greatly scared, turned out his pockets and handed all the cash he possessed, which amounted to \$2.75, to the robbers. They then left the Chinaman. The coolie made for the nearest police station, where he related his story, and the matter is at present in the hands of the police.

THE CASE OF MR. GEDDES.

In the House of Commons, Sir William Evans-Gordon, on 19th ult. asked the Secretary of State for Foreign Affairs whether he has any further information regarding the case of Mr. Geddes, whose claim for compensation from the Russian Government has been under consideration for several months.

Sir Edward Grey: His Majesty's Government are still in communication with the Russian Government on the subject, who have referred to their authorities in the Far East in order that supplementary information respecting the case may be obtained and a further inquiry held.

RETURN of visitors to the City Hall Library and Museum for the week ending the 19th August, 1906:—Library, Non-Chinese, 315; Chinese, 160; Total, 375. Museum, Non-Chinese, 140; Chinese, 2716; Total, 2,856.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Nansang*) 26th inst., 6 p.m.
German (*Prins Waldemar*) 27th inst.
German (*Prins Heinrich*) 27th inst., p.m.
Australian (*Changsha*) 1st prox.
Canadian (*Empress of Japan*) 4th prox.

The Silk ex C. P. R. Co.'s *s.s. Montezuma* arrived at New York on 18th inst.
The *s.s. Kailong* left Hullo on 22nd inst., and may be expected here on 26th prox.
The C. P. R. Co.'s *s.s. Empress of China* arrived at Vancouver on 11.30 p.m., on 21st inst.
The P. M. S. S. Co.'s *s.s. Mongolia* left the 28th inst. at noon, will also call at Amoy.
The *s.s. Ningpo* left Shanghai for the *via Swatow* on 21st inst., p.m., and may be expected here on 26th inst., a.m.
The *s.s. Shaohing* left Shanghai for the *via Amoy* on 22nd inst., at noon, and may be expected here on 27th inst., a.m.
The O. & O. S. S. Co.'s *s.s. Doris* will sail from Yokohama on 24th inst., and will be due to arrive at this port on 4th prox.
The N. Y. K. Bombay-Line *s.s. Kogakima Maru* left Shanghai for this port on 22nd inst., and is expected here on 25th inst.
The C. P. R. Co.'s *s.s. Athenian* arrived at Nagasaki at noon on 22nd inst., and left again at 6 p.m., same day, for Shanghai, where she is due to arrive at noon on 24th inst.

TELEGRAMS.

[Reuters.]

The Valparaiso Earthquake.

LONDON, 21st August.

The British insurance companies are but little affected by the Valparaiso earthquake, and those which are rely on the earthquake clause in their policies.

Later.

The chaotic conditions produced by the earthquake are gradually passing and something resembling order is returning.

Telegrams from Santiago say that the first shock lasted four minutes and fifty seconds; fortunately the motion was a circular one, otherwise every building must have fallen.

The night was awful with pouring rain, incessant lightning and snapping of wires, and the booming of fire bells. The people are still sleeping in the open.

Another heavy earthquake at Valparaiso on Monday night, and a slight shock at Lima are reported.

Greece and Bulgaria.

The Greek Metropolitan, and forty Greeks and Bulgarians, have been arrested and charged with being the authors of the excesses at Anchinos.

Russia.

Further executions of naval mutineers have taken place at Kronstadt.

Insurgent Outbreak in Cuba.

A serious outbreak of insurgents has occurred in Cuba. The insurgents number over a thousand, and in an encounter yesterday, twenty miles from Havana, many were killed and wounded on both sides.

[M.C. News.]

The Future of Manchuria.

RE-OPENING OF THE SOUTHERN RAILWAY.

Tokio, 17th August.

The Japanese section of the Manchurian Railway, as far North as Changchun, is to be opened to general traffic by October.

THE YUET-HAN RAILWAY.

EXTRAORDINARY DISAPPEARANCE OF SHARE SCRIPS.

[From Our Own Correspondent.]

Canton, 22nd August.

At the meeting of shareholders held for the purpose of electing the committee and auditors of the Yuet-han Railway Company, Messrs. Chan Chi Hang and Chu Mung Kat obtained the greatest number of votes. On a scrutiny of the share scrip next day to verify the votes it was found that some 120,000 share vouchers had disappeared. Every possible means has been adopted to trace the missing scrip, but so far without success.

THE DEPUTY-MANAGER.

Mr. Wong Siu Ping, the deputy manager of the Yuet-han Railway Company, who left for Swatow prior to the election of the committee of the Company, has wired to Viceroy Shum tendering his resignation. The Viceroy refused to accede to the request.

THE BOARD OF COMMERCE TO THE CANTON VICEROY.

The following interesting despatch from the Board of Commerce to the Canton Viceroy was published by the *Universal Gazette* on 16th instant:

From your despatch bearing date 25th, 4th moon 32nd year of Kwangsu, we learn that the nine charitable institutions and the seventy-two merchant guilds have drawn up sixteen rules for the observance of the Yuet-han Railway Company, and unanimously elected a director, a sub-director and a committee to guard its interests. The accompanying copy of the rules of the company, too, we have received, and there is not one of them, we suppose, in any way at variance with the rules and regulations for railways issued by this Board. But after a careful perusal of them we thought we discovered some slight differences between the two. Rule 15 of the Yuet-han Railway asks for the dispensation of Customs duties for materials sent to the Company. We think this is unprecedented, and do not recollect other provinces having the same privilege; but we shall overlook this irregularity in consideration of the enormous sum the company had to pay for the redemption of the railway. There is also another one whose difference appears to us to be greater, Rule 11, which is in direct contradiction to Rule 18 of the Board. The Company, by this rule, wishes to work on mines which may be found along the lines in course of construction on when it is clearly stated in Rule 18 of this Board that railway and mining must not be worked together. This we will also let pass on the same consideration as the one we mentioned last. Rule 1 asks for protection from the Government. Well, give them all protection possible, and advise the prefects and sub-prefects to do the same. Rules 15 and 11 we have tried to explain away, but we have not been able to do the same for Rules 2 and 3. The first says that the railway shall forever be managed by the merchants, and the second that the Government will never take the direction of the railway. No railway in the world are properties of private companies forever; this, we think, cannot be an exception. We must soon fix the length of time for railways. Now a word for the director, sub-director and committee as is given by the Imperial decree. Think honestly and act only when you have petitioned to us.—*Shanghai Times*.

NOTORIOUS ROBBERS EXECUTED.

Two notorious robbers named Ng A Kwong and Chung Tung, who were banished from Hongkong and Annam respectively, were taken prisoners here sometime ago. Yesterday, by Viceroy Shum's order, the Nam Hoi Magistrate executed these two robbers, in the presence of some foreign officials.

ALLEGED BRIBERY.

SANITARY INSPECTOR ON TRIAL.

"A PRESENT FOR CHRISTMAS DAY."

Further evidence was taken by Mr. F. A. Hazland, at the Police Court, this afternoon, in the case in which Francis Ward, a sanitary inspector, was charged with accepting bribes, on divers dates, from one Chan Tsun.

Mr. F. B. L. Bowley, Crown Solicitor, of Messrs. Denny and Bowley, appeared for the prosecution, and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, represented the accused, while Chief Detective Inspector Hannon and Mr. P. J. Wodehouse watched the case for the police.

Chan Tsun, the leading witness for the prosecution was called. He said he lived at No. 71, Water Street, the house belonging to Ip Pak Ki. Witness lived with his father—Chan Pui. After speaking of the management of the latrines he said he became acquainted with defendant in 1904, he having met him in the Gough Street latrine. Witness knew that defendant at that time was in charge of No. 5 district. Witness had paid defendant money, and it was mentioned in his books. On the 11th moon, two years ago (13th December, 1904) witness gave defendant some money.

At this stage witness was given his books and asked to read out the entries. He said on 13th December, 1904, he paid accused \$30 at his house in Po Hing Fong, No. 37, first floor, about 11 o'clock in the morning. The money was paid in three \$10 notes which were put in a Chinese envelope. When witness entered defendant's house the latter was sitting at a desk and witness left the envelope—which was not sealed—on his desk. Defendant immediately placed the envelope in a drawer. There were no others present in the room where the money was handed over. When witness left the envelope on defendant's desk, he said: "Here's a present for Christmas Day." Defendant replied: "Thank you." According to witness defendant said something else, but he could not understand him, so he said in Chinese: "Are you going to have a drink?" Witness declined the offer. He then remained a moment longer and left.

"Why did you give defendant this money?" asked Mr. Bowley.

Mr. Grist objected to the question, but his Worship upheld Mr. Bowley.

Witness, in reply to the question, said it had been his custom to give money to sanitary inspectors as he was afraid if it was not done they would give him trouble.

"How would the defendant give you trouble?" asked Mr. Bowley.

"He would say that the work was not properly done; the time-washing no good, and the cleansing and tarring not properly carried out."

Continuing, witness said the next payment to accused was made on 9th April, 1905. On that occasion \$10 was handed over at defendant's house.

"Why did you go to his house on that day?" asked Mr. Bowley.

"Because," replied witness, "on the previous day the accused visited the Gough Street latrine and said something to my *fok*. My *fok* told me what defendant said and in consequence of that I went to defendant's house."

Continuing, witness went on to say that when he visited defendant, at his house, on this occasion, he found accused's interpreter present. In the house this conversation followed:

Witness—What did you call me for?
Defendant (through interpreter)—Lead me \$10 to buy wine, will you?

"The next day the \$10 was handed to defendant, when no one was present. Some time later defendant changed districts—getting to No. 9 district on 14th July last. When he was in that district more money was handed over to him. The entry in his books for this particular payment read: 'Present to the inspector of No. 9 district, \$10.' This payment did not take place in defendant's house, but at No. 54, Elgin Street, first floor. In the house where the payment was made were witness, accused, a Chinese friend of accused, and a man and to be a cook."

"Why did you pay him this money?" queried Mr. Bowley.

"He wanted it as a loan," replied witness; "defendant called at the latrine and said he wanted to see me."

"What was defendant to do with you when he was at No. 9 district?" asked Mr. Bowley.
Witness—He had a latrine in First Street and that is in No. 9 district, answered witness. On 25th August another payment of \$5 was made accused. This payment was also made at defendant's house, which was then at the corner of Third Street and Pokfulam Road.

"Why did you pay this?" queried Mr. Bowley.

"He sent his cook to call me to his house. I went about noon and saw accused with a Chinese friend, who spoke English." Continuing, witness said defendant asked him, through the interpreter, for the loan of \$15. Witness at first did not want to make the loan, but as accused said that the money would be returned when he got his pay, he went home and returned with \$15. When witness returned to accused's house with the money he sat near a table. Defendant went into the verandah and called his out, and the money was handed over.

"Were these loans paid back?" asked the Crown Solicitor.

"No," replied witness, shaking his head.

"What payment did you make to defendant at Christmas last year?" asked Mr. Bowley.

"On the 24th December, 1905, I gave him \$20."

"Before you paid that money, did you see defendant?"

"Yes."

"Why didn't you give him wine and cigars for Christmas?" asked Mr. Bowley.

Defendant said he was messing with other people and so did not want wine and cigars. He told me if I had any presents to make I was to give him money only.

"Where did you hand over this money?"

"At No. 2, Chater Street, first floor."

Witness read the entry of that payment. It ran: "Pay to No. 9 district Inspector \$10, and to other inspectors \$20." Last year, witness, on witness, defendant gave him plenty of trouble. He would time-wash the latrine—the one at 20, First Street—and it would never be to defendant's satisfaction. It had to be done twice, before it could be passed.

At this stage the hearing was adjourned until to-morrow afternoon.

SHANGHAI IMPROVEMENTS.

EXTENSION OF THE CHINESE SETTLEMENTS.

Tsotai Jui-Ching has sent the following reply to the Waipuu on the subject of the Chinese Settlement in North Sinza.

The Board's telegram is noted. As regards the proposed Chinese Settlement in the North Sinza it was initiated in the winter of 1903 by Cheng Chao-chong, a Cantonese merchant, and others, who purchased land in that district and proposed to raise the requisite funds for the construction of bridges and macadamised roads, to protect their interest. The scheme was then reported to the Provincial High Authorities by the promoted former Tsotai Yuan and approved of by the Viceroy and Governor of these provinces. Subsequently owing to the departure of Cheng Chao-chong for Canton, Cho Chen-kuei was elected to succeed him and after Cho's death, Tsotai Chien Kong-yung was requested to carry out the work. As several persons have been changed, the officials and merchants have become separated in his matter. Furthermore, as the means of merchants were limited they have gone no further than the erection of a bridge.

In the first moon of the current year Wang Chun-ling submitted a proposal that a Works Bureau, similar to that of the South City, be established in North Sinza, the officials to construct and maintain roads, etc. This proposal was duly laid before, and approved by, the Viceroy. Tsotai Chu Naiping was then appointed to act jointly with the Shanghai Tsotai and devise the necessary measures in consultation with the local gentry and merchants; it was considered that for the development of the district merchants should be protected first, and for the protection of merchants the establishment of a Police force was essential, and with this in view a Police School was opened in June last and 100 students were enlisted, Yang Pao-shu and others, returned from Japan, being appointed instructors to give them instruction in police work, so that they may be fit for police duty on the completion of their course of training.

At the same time steps were taken to ascertain the existing conditions of the locality prior to establishing a trading mart and constructing roads therein. It has, however, been found that years ago foreign merchants have already leased land, most of which is probably belonging to Chinese owners and only registered in their names, in the said district, which is situated on the north-west of Shanghai and north of the International Settlement adjoining Pao-shan-hsien.

When the Foreign Settlement was extended in 1898-9 the representatives of the various countries originally desired that it should be extended into the Pao-shan district but the former Tsotais contended that Shanghai was, and Pao-shan was no, stipulated as a commercial port in the treaties, and after many consultations it was arranged that only the first and ninth districts of Pao-shan should be open to foreign merchants who may lease land and or reside therein, but this locality is still to be under the jurisdiction of the Chinese authorities; some people have, however, secretly purchased land and constructed roads there, which action on their part it seems impossible to prevent.

In the spring of the present year certain policemen were sent there to extort a tax, taking the supplying of water as their pretext for so doing. This incident has only just been concluded after considerable negotiation. Resisting or forestalling contrivances cannot be delayed and therefore the first and ninth districts of Pao-shan-hsien should now be amalgamated with the proposed new Settlement in North Sinza, so as to maintain our sovereign rights. As soon as the roads are constructed and the proposed trading mart opened, foreign merchants will be permitted to reside therein, enjoying the same privileges as native residents, provided they abide by our police regulations; this arrangement is a special concession, not stipulated for in the treaties.

The authority of the Chinese officials cannot extend into the Foreign Settlement and the Municipal Council has hitherto undertaken the maintenance of peace and law therein. But in regard to the riots of last December we have been blamed for not rendering proper protection and therefore asked to indemnify the losses during the disturbance.

We will now extend full protection in our own Settlement with a Police force: this being in accordance with Article 18 of the Treaty in Treaty with Great Britain. But they (?) have objected to the matter and we cannot understand their reason. As they say that I, the Tsotai, do not understand the treaties, there is no doubt that they know them themselves. I desire to inquire what treaty is there for a foreign guest to object to the self-government of this country and the construction of road, and establishment of a police force for the protection of merchants? I beg to ask that this question may be placed before the British Minister.

I have to state that I have not communicated with them separately in regard to the proposed Chinese Settlement, but have simply mentioned it in connection with a document dealing with the case of the water rate outside the Settlement on which I have commented in order to point out to them that foreign merchants are admitted into the Pao-shan district under a special arrangement of concession and therefore they have no right to number the houses and collect taxes in that district. However, they have now reproduced certain statements therefrom for testing matters, and I have to ask that the Board may make strong representations thereto and should not permit of any interference with the matter. In short, we have full and perfect liberty to establish a settlement for development purposes and either under the representations of treaties or for general reasons outside, cannot interfere with this matter.

The outcry for the native police has been advanced by the Tsotai, which will be repaid after the public land has been sold. This matter is very important; the Tsotai will deal with it in accordance with the recommendation as memorialized by L. T. Chen (Treaty Commissioner) and approved by the Board in re-opening of settlements, but the treaties do not concern therein. The Board is requested to consider the above.—*Universal Gazette*.

RIOT AT YAUMATI.

SOLDIERS AND CIVILIANS IN BATTLE.

SEVERAL CHINESE RESIDENTS INJURED.

A disturbance took place last evening at Yaumati which may yet have serious and far-reaching effects, as a number of men and women were seriously injured in the affray. It appears that for some time past it has been the custom, as it is alleged, among the Indians of the regiments stationed at Kowloon to "hold up" Chinese after dark and rob them of all they have. The Chinese have been intimidated, and being put in fear of their lives have not dared to invoke the aid of the law against these highway-men. On Tuesday night some half dozen Indians, meeting two Chinamen in a lonely part of a road at Yaumati, resumed their old practices, and, holding up the men, removed \$140 from the pocket of one, and 65 cents from that of the other, and then allowed their victims to go. The latter, as it would appear, reported the matter, not to the police, but to their clansmen, and plans were concerted for "getting even" with their turbulent molesters.

As a consequence of these arrangements, when a party of the Indians appeared on the streets in the vicinity of the previous night's "holding up" they were received with volleys of stones, bricks, sticks and other handy missiles, which caused them to beat a hasty retreat to their barracks—not that they considered discretion the better part of valour; that is not in their nature—but to enlist reinforcements. They mustered a company of some 20 or 25 (the actual number could not be ascertained) and after arming themselves with heavy sticks, they sallied forth to do battle with their assailants. Reaching the spot where they had been stoned, and their dignity otherwise upset, they proceeded to actions which closely resembled "running amok," for, brandishing their sticks, they rushed upon the Chinese—men and women alike—and rained blows on every unprotected head, while the unfortunate Chinese were going down like ninepins. In the *mele* a woman was so badly knocked over the head that she was rendered unconscious, and had to be removed to hospital for treatment, while ten others, though very badly beaten over the head and arms, refused to go to the hospital, preferring to go home at once. The mob of Indians appeared to be perfectly infuriated, and hit out at all and sundry of either sex, and the *fracas* was assuming serious proportions when a *lukong* reported the matter to Inspector Macdonald, at the Yaumati Police Station, and the latter then immediately telephoned to the adjutant of the 1st Sikh Battalion, to which regiment it was ascertained the marauders belonged. In the meantime the fight waxed fast and furious, as the Chinese, seeing their clansmen being mercilessly beaten about, and being themselves unarmed, seized stones and bricks, and in this manner kept their assailants at bay until the arrival of the adjutant, who immediately ordered his men to return at once to barracks. During the progress of the riot and disturbance, Chinese constable No. 237, who was in plain clothes, and who, passing at the time, endeavoured to discover the cause of all the trouble and to act as a peacemaker, was badly battered over the head and arm, and was obliged to be carried off to hospital. The thick turbans worn by the Indians no doubt saved their heads from the sticks and stones freely flung at them by their victims, at it was understood that they sustained no serious hurt. From a Chinese resident of the district we learn that the Chinese, both men and women, are constantly being held up at night by Indians, and robbed, (though he was unable to say whether the Indians were from one or other of the regiments stationed there) so that the streets held a terror for them at night, as the bands went about in small gangs of three or four, and so spreading themselves over the district, made it almost impossible for the police to interfere, for so long as a policeman was in sight, they walked quietly along like peaceful, law-abiding citizens, until he turned a corner, when the nearest Chinaman was immediately set upon and robbed, even though he were only a poor coolie not likely to possess more than 20 or 30 cents, while the same thing was taking place in several other streets at the same time. We are also informed that it is not only on the highway that they commit these depredations; it is stated that they even go into the shops of the Chinese, and terrorising the master and *fok*, force them to hand over whatever takes their fancy, free of cost, while in presence of such men the poor victims are afraid to raise any outcry, or make any official report. It is to be earnestly hoped that these marauders will be severely punished, that others may take warning therefrom.

THE SOUTH MANCHURIA RAILWAY.

OUTLINE OF THE PROSPECTUS.

The first meeting was to be held last week at the Nobles' Club, Tokyo, of the promoting committee of the South Manchuria Railway Company to consider the terms of the prospectus, which are in substance as follows:

1.—The business of the company will consist of the maintenance of railway traffic, working of mines, marine transport, and warehousing.

2.—The total capital will be ¥200,000,000 of which ¥100,000,000 will be contributed by the Government in the form of the railway, mines, and other property appertaining thereto, and the remaining ¥100,000,000 will be raised by shares, to be subscribed for by Japanese and Chinese exclusively.

3.—A preference will be given to shares subscribed for by the public, entitling holders to interest at the rate of 6 per cent. per annum.

4.—A subsidy equal to 6 per cent. per annum on the amount of the paid-up capital will be granted by the Government for 100 years.

commencing on the date of the registration of the Company.

5.—The company will at first be allowed, with the approval of the Government, to issue debentures pledging the whole or part of the company's property.

6.—A dividend will be allotted on the shares held by the Government at the same rate as that on the paid-up shares held by the public.

7.—The standard gauge of 4 feet 8½ inches will be adopted for the lines of the company.

8.—Shares in the company may not be assigned or sold to any but Japanese and Chinese.

Provisions are also made in regard to the supervision of the Government over the management of the company, and the relations of the company to the Governor-General's administration at Kwantung, the garrisons, and the working of mines. The amount of each share is fixed at ¥100.—*Japan Chronicle*.

THE CANTON-KOWLOON RAILWAY.

An agreement about the Canton-Kowloon Railway has been come to between the Waipuu and the British Minister to Peking; but the Board also carefully instructed the Viceroy of Canton to see that the clauses of the agreement are understood by the Governor of Hongkong as they are in the same way understood at Peking.—*Sin Wan-pao*.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Noon.
Buyers:—Unions \$790, Hongkong Fires \$322, China Fires \$91, HK, C. and M. Steamboats \$27, Indo-Chinas \$75, China and Manila \$22, Shell Transports 27, China Sugars \$14, Hongkong Wharves \$142, Hongkong Hotels \$120, Cottons \$15, China Bornes \$12, China Providents \$925, Tramways \$235, China Lights \$104, Watsons \$13.
Sellers:—Canton Insurances \$330, Hongkong Docks \$143 ex div., West Points \$50, Cements \$22, Electric \$15, Ices \$237, Ropes \$19.

Sales:—Unions \$790, China Fires \$91, Macao Steamboats 127, Indo-Chinas \$75, China and Manila \$22, China Sugars \$145, auba \$7, Hongkong Docks \$143 ex div., K. 1000 Wharves \$106, Hongkong Lands \$1, 1100, Humphreys Estates \$11, China Providents \$91.
Nominal:—Hongkong Banks \$835 ex div., National Banks \$47, Douglas \$47, Shanghai Stocks \$15, 100, Dairy Farms \$17, Fowells \$14.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 2 1/4
do. demand 2 1/4 1/2
do. 4 months sight 2 1/4 1/2
France—Bank T.T. 2 69
America—Bank T.T. 5 1/2
Hankow—Bank T.T. 2 1/8
do. T.T. 1 59
do. demand 1 59
Hankow—Bank T.T. 2 1/2
Singapore T.T. 9 1/2 prem.
Yokohama—Bank T.T. 104
Java—Bank T.T. 1 1/8
Buying.
4 months sight L/C. 2 1/4 1/2
6 months sight L/C. 2 1/4 1/2
30 days' sight San Francisco & New York 5 1/2
1 month sight 5 1/2
6 days' sight Sydney and Melbourne 2 1/4 1/2
4 months sight France 2 7/8
1 month sight 2 7/8
1 month sight Germany 2 2/3
Bar Silver 30 1/16
Bank of England rate 3 1/2
Sovereign 6 3/5

To-day's Advertisements.



SANITARY BOARD OFFICE,
HONGKONG.
TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN DIVISION of the CITY OF VICTORIA and the EASTERN DIVISION of KAU-LUNG occupied by members of more than one family must be Cleaned and Lime-washed THOROUGHLY by the owner during the months of July and August.

N.B.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.
Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kau-lung is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-mai-tai service reservoir to the northern boundary of Kau-lung.

G. A. WOODCOCK,
Secretary.

Dated this 1st day of August, 1906 [86]

BY ORDER OF THE MORTGAGEES.

MESSRS. HUGHES AND HOUGH have received instructions to sell by PUBLIC AUCTION,

ON FRIDAY,

the 7th day of September, 1906, at Noon, at their Sales Rooms, 8, Des Voeux Road Central.

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, IN ONE LOT.

All that PIECE or PARCEL OF GROUND registered in the Land Office as KOWLOON INLAND LOT No. 540 held for the residue of a term of 75 years—created by the Crown Lease thereof dated 3rd October, 1888.

Annual Crown Rent \$660.00.
Area 125,253 sq. ft.

Particulars and conditions of sale may be obtained from:

MEASRS. EWENS, HARSTOV & HARDING, Vendor's Solicitors,

or from the Auctioneers.

Hongkong, 23rd August, 1906. [86]

Announcements.

THE

ROBINSON PIANO

CO., LD.,

ARE SHOWING

HIGHEST CLASS

PIANOS,

BY

THE LEADING MAKERS

OF

THE WORLD.

Steinway,

Bechstein,

Bluthner,

Winkelmann,

Collard & Collard,

Hopkinson,

Haake,

Krauss, & Co.

CASH OR CREDIT,

OR ON

HIRE FROM \$10 PER MONTH

INCLUSIVE.

Hongkong, 22nd August, 1906. [86]

IF YOU KNOW A GOOD
"SCOTCH"
when you taste it you will appreciate the many good qualities

OR

D. & J. McCALLUM'S

"PERFECTION"
WHISKY.

It is all Scotch and the best of all Scotch.

What more need be said?

Your Wine Merchant has it or will get it for you.

Per Case \$15.00

A GREAT REPUTATION
IS ONLY WON BY GREAT ACHIEVEMENTS

D. & J. McCALLUM'S
"PERFECTION" SCOTCH WHISKY

HAS A WORLD-WIDE REPUTATION FOR EXCELLENCE OF QUALITY FOUNDED ON THE EXPERIENCE OF ITS CONSUMERS.

That is Why

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd August.
GLASGOW and LIVERPOOL	"DELPHOS"	27th "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"MACHAON"	13th "
GLASGOW and LIVERPOOL	"MOYUNE"	13th "
GLASGOW and LIVERPOOL	"AGAMEMNON"	20th "
GLASGOW and LIVERPOOL	"CALCHAS"	27th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMeward.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th August.
* MARSEILLES, HAVRE & LIVERPOOL	"ALCINOUS"	30th "
LONDON, AMSTERDAM & ANTWERP	"DIOMEDES"	11th September.
* GENOA, MARSEILLES & LIVERPOOL	"PELEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "
* HAVRE, ROTTERDAM & LIVERPOOL	"KINTUCK"	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"BELLEROPHON"	30th August.
all PACIFIC COAST PORTS, and	"DIOMEDES"	11th September.
NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and	"STENTOR"	8th September.
PACIFIC COAST		

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 23rd August, 1906.

CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	TO SAIL
CEBU and ILOILO	"SUNGKIANG"	24th August.
TIENTSIN	"KWEICHOW"	25th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	27th "
MANILA	"TEAN"	28th "
SHANGHAI	"SHAOSHING"	31st "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 23rd August, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon midships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 1st Sept., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 8th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th August, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	25th August.
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 15th August, 1906.

Dentistry.

Dr. M. H. UHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VEXES ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'ARQUILLAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1905.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.
* HABSURG	SHANGHAI, YOKOHAMA AND KOBE	29th September.

OUTWARD.

STEAMERS.	DESTINATIONS.	TO SAIL
* SILESIA	NAPLES, HAVRE, BREMEN AND HAMBURG	6th September.
Capt. Bahl	Via SINGAPORE, PENANG AND COLOMBO	
HELVETIA	HAVRE AND HAMBURG	10th September.
Capt. Neumann	Via SINGAPORE, PENANG AND COLOMBO	
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG	20th September.
Capt. v. Döhren	Via SINGAPORE, PENANG AND COLOMBO	
LIBERIA	HAVRE AND HAMBURG	22nd September.
	(Calling at SPOR, PENANG & COLOMBO).	
SENEGAMBIA	HAVRE AND HAMBURG	2nd October.
Capt. Peter	Via SINGAPORE, PENANG AND COLOMBO	
SEGOVIA	HAVRE, BREMEN AND HAMBURG	16th October.
Capt. Schoenfeldt	Via SINGAPORE, PENANG AND COLOMBO	
HABSURG	NAPLES, HAVRE AND HAMBURG	30th October.
Capt. Filler	Via SINGAPORE, PENANG AND COLOMBO	
BRISGAVIA	HAVRE AND HAMBURG	13th November.
	Via SINGAPORE, PENANG AND COLOMBO	
SITHONIA	HAVRE AND HAMBURG	27th November.
Bremer	Via SINGAPORE, PENANG AND COLOMBO	
RHENANIA	HAVRE AND HAMBURG	11th December.
von Hoff	Via SINGAPORE, PENANG AND COLOMBO	

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fan, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washerman.

The "RHEMANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HABSURG", s.s. "HOHENSTAUEN", s.s. "SCANDIA" and s.s. "SILESIA".

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
† LYDIA	SHANGHAI AND CHINKIANG	THURSDAY, 23rd inst.
		Freight and Passengers.
DAPHNE	NAGASAKI AND VLADIVOSTOCK	FRIDAY, 31st August.
		Freight and Passengers.
† KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.
		* Taking Cargo at through rates to Tsingtau and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

For steamers of the Coast Service marked † to

Hongkong, 23rd August, 1906.

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	LOONGSANG	* FRIDAY, 24th August, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 23rd August, 1906.

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PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.FOR
PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Ernst	August 29th, at Noon.
"NICOMEDIA"	4,370	G. Meiner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.
"ARABIA"	4,483	Meitzenthin	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.).

THE Steamship

"EASTERN."

Captain Powell, will be despatched as above, on SATURDAY, the 1st September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd August, 1906.

[651]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"RADNORSHIRE"

will be despatched for the above Ports, on or about the 20th of September.

For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 17th August, 1906.

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TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR Steamship Service between
HONGKONG AND CALLAO and
IQUIQUE, via JAPAN PORTS.

THE Steamship

"GLENFARG," 4,000 tons,

sails on SATURDAY, September 1st, at Noon.

"KASADO MARU," 6,000 tons.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to

K. MATSUDA,
Manager,
York Building.

Hongkong, 18th August, 1906.

[648]

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to call at the Malabar Coast).

THE Steamship

"FOXLEY,"

Captain Butcher, will be despatched for the above Ports, on or about the 4th September.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 8th August, 1906.

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Shipping—Steamers.

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship
"BENVORLICH,"
Captain McIntosh, will be despatched as above, on or about 24th instant.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th August, 1906.

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ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE, YOKOHAMA AND
SAN FRANCISCO.

THE Steamship

"TONAWANDA"

will be despatched for the above Ports, on or about the 25th instant.

For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 22nd August, 1906.

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FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain W. D. A. Thomas, will be despatched for the above Ports, on TUESDAY, the 28th instant, at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 22nd August, 1906.

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Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH,"

FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 29th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 22nd August, 1906.

[851]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

NOTICE TO CONSIGNEES.

THE Company's Chartered Steamship

"GLENFARG,"

having arrived in port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery from alongside.

Cargo impeding discharge or remaining on board after 6 o'clock P.M., THURSDAY, the 23rd instant, will be landed and stored at Consignees' risk and expense and Kowloon Wharf Co.

Torn, chafed and otherwise damaged Cargo will be examined on SATURDAY, the 25th instant, at 10 A.M.

No Fire Insurance will be effected. K. MATSUDA, Manager, York Building.

Hongkong, 21st August, 1906.

[856]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON, ANTWERP, & PORTS.

THE Steamship

"GLENLOGAN"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 27th instant will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No Claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW,
Agents.
Hongkong, 20th August, 1906.

[850]

FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SLAVONIA,"

Captain Porzelius, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd August, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd August, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th August, 1906.

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Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"OCEANA,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. China, Persia and Himalaya.

From Italy.

From Australia.

From Calcutta.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 28th

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE S.S. Steamship

"DELHI,"
Captain J. D. Andrews, R.N.R., carrying His
Majesty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 25th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. "Victoria," 6,522 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.
Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Egypt,"
due in London on the 7th October, 1906.
Cargo for Bombay and via Bombay will be
conveyed from Colombo to Bombay by S.S.
"Mascara."

Passage tickets will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
For further Particulars, apply to

E. A. HEWITT,
Superintendent.

Hongkong, 22nd August, 1906.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
SINGAPORE, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "CALEDONNIEN,"

Captain Gregor, will be despatched for MAR-
SEILLES on TUESDAY, the 4th September,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. "POLYNESIE" 18th September.

S.S. "SALAZIE" 2nd October.

S.S. "OCEANIE" 16th October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd August, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

WHISKY, PALL MALL.

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

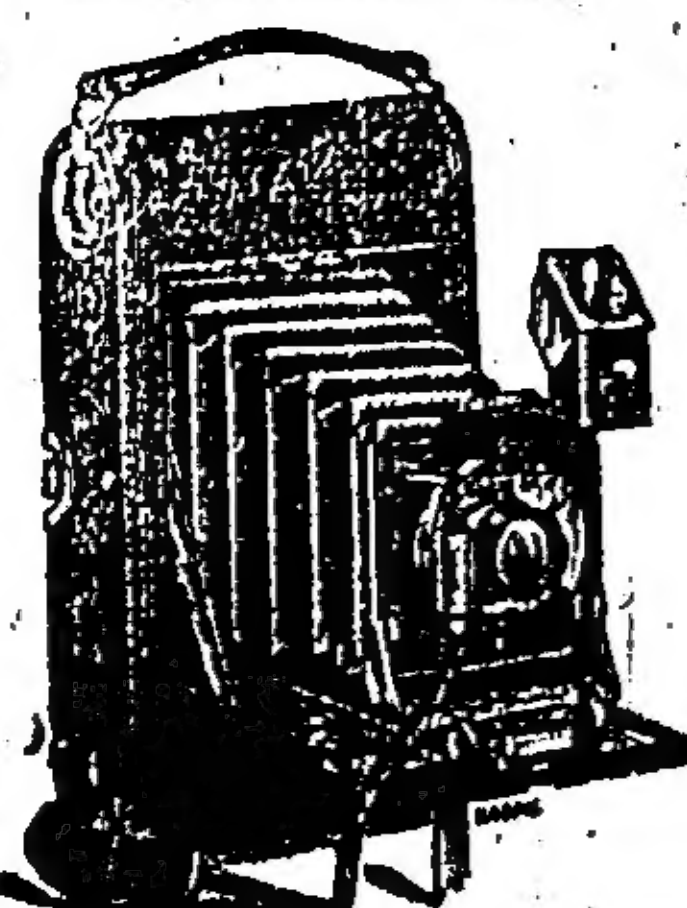
FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1901

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation.....	80,000	\$125	\$125	{ \$1,000,000 \$10,250,000 \$250,000 \$12,750,000	\$1,712,472	{ £1.15/- @ Ex. 2 1/4 = \$16.47 for first half- year 1906	5 1/2 %	{ \$835 ex div. (London 94.10/- \$47 sales)
National Bank of China, Limited.....	99,975	£7	£6	{ \$1,600,000 \$147,895	\$74,099	\$2 (London 3/6) for 1903	...	\$330
MARINE INSURANCES.								
Canton Insurance Office, Limited.....	10,000	\$250	\$50	{ \$1,000,000 \$147,895	\$211,540	\$20 for 1904	6 %	\$330
North China Insurance Company, Limited.....	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited.....	10,000	\$250	\$100	{ \$2,000,000 \$400,000 \$131,131 \$169,279 \$800,000 \$101,778 \$15,572 \$1,000,000 \$2,616	\$2,792,171	Interim div. of 13/- for 1905	4 1/2 %	\$790 buyers
Yangtze Insurance Association, Limited.....	8,000	\$100	\$60	{ \$1,000,000 \$100,000 \$100,000 \$100,000	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited.....	10,000	\$100	\$20	{ \$1,000,000 \$100,000 \$100,000 \$100,000	\$344,058	\$6 for 1904	6 1/2 %	\$91 buyers
Hongkong Fire Insurance Company, Limited.....	8,000	\$250	\$50	{ \$1,000,000 \$100,000 \$100,000 \$100,000	\$421,618	\$25 for 1904	7 1/2 %	\$322 1/2 buyers
SHIPPING.								
China and Manila Steamship Company, Limited.....	10,000	\$25	\$25	{ \$6,000 \$28,638 \$28,638	\$6,563	\$14 for 1905	7 %	\$22
Douglas Steamship Company, Limited.....	10,000	\$50	\$50	{ \$1,000,000 \$100,000 \$100,000 \$100,000	Nil.	\$3 1/2 for year ended 30.6.1905	7 1/2 %	\$47
Hongkong, Canton & Macao Steamship Co., Ltd.....	70,000	\$15	\$15	{ \$1,000,000 \$100,000 \$100,000 \$100,000	\$5,464	1/- for 1st half-year 1906	7 1/2 %	\$27 b. ex div.
Indo-China Steam Navigation Company, Limited.....	60,000	£10	£10	{ \$6,000 \$28,638 \$28,638	£2,412	10/- @ ex. 2 1/4 9/16 = \$1.69	6 1/2 %	\$75
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	{ Tls. 40,000 Tls. 40,000 Tls. 40,000	Tls. 23,156	{ Final Tls. 3 making Tls. 5 for 1905 Final Tls. 14 making Tls. 3 1/2 for 1905	8 1/2 % 6 1/2 %	Tls. 60 sales Tls. 11 sales
Do. (Preference)	100,000	£1	£1	{ £4,144 £4,144	£107,815	1/- (Coupon No. 6) for 1905	4 %	27 1/2 buyers
"Shell" Transport and Trading Company, Limited.....	10,000	\$10	\$10	{ \$1,000,000 \$100,000 \$100,000 \$100,000	\$218	{ \$1.50 for year ending 30.4.1906 \$0.75	5 1/2 % 3 1/2 %	\$29 \$20
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	{ Tls. 98,000 Tls. 308,479 Tls. 18,000 Tls. 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
Taku Tug and Lighter Company, Limited.....	100,000	Tls. 50	Tls. 50	{ \$850,000 \$450,000 \$86,129	£40,914	Final of \$15 making \$25 for 1905	7 %	\$145
TELEPHONES.								
China Sugar Refining Company, Limited.....	10,000	\$100	\$100	{ none Tls. 100,000	£132,588	\$3 for 1897	...	\$22 1/2 buyers
Luxon Sugar Refining Company, Limited.....	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 8 1/2 sellers
Perak Sugar Cultivation Company, Limited.....	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 8 1/2 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	100,000	£1	£1	{ £80,000 £28,011	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited.....	100,000	G \$10	G \$10	{ none G \$909,050	G \$909,050	Final of 50 cents making G \$1 for 1905	7 %	G \$14 nominal
Raub Australian Gold Mining Company, Limited.....	50,000	£1	£1	{ £4,873	£8,745	No. 12 of 1/- = 48 cents	...	\$7 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited.....	18,000	\$25	\$25	{ \$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.....	40,000	\$50	\$50	{ \$550,000 \$65,160 \$20,000	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$106
Hong Kong and Whampoa Dock Company, Ltd.....	10,000	\$50	\$50	{ \$49,500	\$392,087	\$6 for first half-year ending 30.6.06	8 1/2 %	\$143 ex div.
New Amoy Dock Company, Limited.....	10,000	\$60	\$60	{ \$188,000 Tls. 1,000,000	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.....	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,210	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 %	Tls. 100
Shanghai and Hongkew Wharf Company, Limited.....	32,000	Tls. 100	Tls. 100	{ Tls. 487,210 Tls. 57,065	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905	5 1/2 %	Tls. 24 1/2 buyers
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	{ Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 23 1/2 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.....	25,000	Tls. 100	Tls. 100	{ none	none	First year	...	Tls. 102 sales
Astor House Hotel Company, Limited (Shanghai).....	10,000	\$25	\$25	{ \$29,516	\$8,418	\$3 for year ended 30.6.1906	10 %	\$30 ex div.
Central Stores, Limited.....	6,000	\$15	\$15	{ none	\$4,719	{ \$2.40 on \$12 for 1905 7 % on \$7 for 1905	13 1/2 % 7 %	\$18 sales \$15 1/2 buyers
Do. (Founders).....	123	\$15	\$12	{ \$648,075 \$24,071	\$619	\$5 for second half-year making \$10 for 1905	8 1/2 %	\$120 buyers
Hongkong Hotel Company, Limited.....	12,000	\$50	\$50	{ \$24,071	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$110
Hongkong Land Investment and Agency Co., Ltd.....	50,000	\$100	\$100	{ \$250,000 Tls. 29,783	Tls. 1,935	Final of 6 % = 10 % for 1905	15 1/2 %	Tls. 16 sellers
Hotel des Colonies Company, Limited.....	9,000	Tls. 25	Tls. 25	{ Tls. 29,783 Tls. 57,065	Tls. 57,065	Final of \$6 making \$10	10 %	\$100
Hotel Metropole Company, Limited.....	7,000	\$100	\$100	{ \$208,386 \$50,000	\$5,070	80 cents for 1905	7 %	\$111
Humphreys Estate & Finance Company, Limited.....	10,000	\$10	\$10	{ \$50,000	\$574	\$2 1/2 for 1905	6 1/2 %	\$38
Kowloon Land and Building Company, Limited.....	6,000	\$50	\$50	{ none	\$574	\$2 1/2 for 1905	6 1/2 %	\$38
Shanghai Land Investment Company, Limited.....	12,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000	Tls. 869,493	Tls. 3 for half-year 1906	5 1/2 %	Tls. 120
West Point Building Company, Limited.....	12,500	\$50	\$50	{ none	\$772	Interim div. of \$2 account 1906	8 %	\$50 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.....	15,000	Tls. 50	Tls. 50	{ Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 %	Tls. 79 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	125,000	\$10	\$10	{ \$30,000	\$23,264	\$1 for the year ending 31.7.05	6 1/2 %	\$15
International Cotton Manufacturing Company, Ltd.....	10,000	Tls. 75	Tls. 75	{ Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 68 buyers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.....	8,000	Tls. 100	Tls. 100	{ none	Tls. 30,760	Tls. 8 for 1905	10 %	Tls. 80 buyers
Soy Chee Cotton Spinning Company, Limited.....	7,000	Tls. 500	Tls. 500	{ Tls. 18,456	Tls. 35,966	Tls. 25 for 1905	8 %	Tls. 315 sales
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited.....	4,000	\$100	\$100	{ none	\$1,066	\$7 for 1905	7 1/2 %	\$90 buyers
Bell's Asbestos Eastern Agency, Limited.....	8,500	12/6	12/6	{ £814	£856	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited.....	1,200	\$10	\$10	{ \$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$37
China-Borneo Company, Limited.....	60,000	\$12	\$12	{ none	Nil.	\$1 for 1904	...	\$12
China Flour Mill Co., Limited.....	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	Tls. 65 sales
China Light and Power Company, Limited.....	50,000	\$10	\$10	{ none	\$1,219	60 cents for year ended 28.2.06	6 %	\$10 1/2 buyers
China Provident Loan & Mortgage Company, Ltd.....	100,000	\$10	\$10	{ \$8,000	\$1,581	80 cents for 1905	8 1/2 %	\$28 buyers
Dairy Farm Company, Limited.....	25,000	\$7 1/2	\$6	{ \$25,000	\$2,804	\$1.20 for year ending 31.7.1905	7 %	\$17 buyers
Green Island Cement Company, Limited.....	200,000	\$10	\$10	{ \$410,000 \$50,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 %	\$22 buyers
Hall & Holtz, Limited.....	21,000	\$20	\$20	{ \$186,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 buyers
Hongkong Electric Company, Limited.....	60,000	\$10	\$10	{ none	\$2,568	{ \$1.00 for 10 months ending 28.2.06 \$15 for year ending 30.11.1904	8 1/2 % 6 1/2 %	\$14 1/2 \$23 1/2
Hongkong High-Level Tramways Company, Ltd.....	1,250	\$100	\$100	{ \$50,000 \$80,000	\$2,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$23 1/2 buyers
Hongkong Ice Company, Limited.....	5,000	12s	12s	{ \$5,000 \$10,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$20
Hongkong Steam Manufacturing Company, Ltd.....	50,000	\$10	\$10	{ \$25,000	\$88	Final of 50 cents making \$1 for the year	12 1/2 %	\$8
Hongkong Steam Waterboat Company, Limited.....	15,000	\$10	\$10	{ Tls. 547,500 Tls. 27,603	Tls. 10,374	{ second interim div. of Tls. 7 1/2 making Tls. 15 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 240 buyers
Mattechappi tot Mijl - Bosch en Landbouwer- plooiatie in Langkat, Limited.....	25,000	Gs. 100	Gs. 100	{ Tls. 27,603	Tls. 10,374	None	...	\$5 buyers
Philippine Company, Limited.....	67,500	\$10	\$10	{ none	Dr. P. 34,324	{ Interim dividend of Tls. 31 account 1906	6 1/2 %	Tls. 126 1/2 sellers
Shanghai Gas Company, Limited.....	16,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Horse Bazaar Co., Ltd.....	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000	Tls. 6,751	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 135 ex div.
Shanghai Pulp and Paper Company, Limited.....	4,500	Tls. 100	Tls. 100	{ Tls. 8,000 Tls. 24,820 Tls. 35,000	Tls. 2,753	Final of Tls. 3 making Tls. 5 for 1905	6 1/2 %	Tls. 75 buyers
Shanghai-Sumatra Tobacco Company, Limited.....	30,000	Tls. 20	Tls. 20	{ Tls. 100,000	Tls. 85,592	{ Interim div. of 15/- for 1-year 1906 Interim div. of 5/- for 1-year 1906	...	Tls. 360 Tls. 280
Shanghai Waterworks Company, Limited.....	{ 7,200 7,200	{ £20 £20	{ £10 £10	{ none Tls. 100,000	{ Dr. \$41,934 \$1,134	{ None 50 cents for year ended 31.5.05	...	\$20 \$6
South China Morning Post, Limited.....	6,000	\$25	\$25	{ none	Dr. \$41,934	Interim div. of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
Steam Laundry Company, Limited.....	20,000	\$5	\$5	{ none	\$1,134	{ 70 cents for year ended 31.5.1906 \$9.90	8 1/2 % 6 1/2 %	\$8 \$150
Pientsin Waterworks Company, Limited.....	1,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
United Asbestos Oriental Agency, Limited.....	9,900	\$10	\$10	{ \$25,000	\$752	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 buyers
Do. (Founders).....	100	\$10	\$10	{ \$300,000 \$25,000	\$7,734	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 buyers
Watson, (A. S.) & Co., Limited.....	90,000	\$10	\$10	{ \$4,500	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 buyers
William Powell, Limited.....	15,000	\$10	\$10	{ \$4,500	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 buyers
DIVIDENDS PAYABLE								
Shanghai & Hongkew Wharf & Godown Co	Tls. 8							31st August
Mattechappi tot Mijl-Boschen Land- bouwplooiatie in Langkat	Tls. 7 1/2							15th September
Hongkong Hotel Co., Ltd.	\$5							2nd September